

CHINA



MAIL.

Established February, 1845.
With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4444. 號七廿月九年七十七百八千一英 HONGKONG, THURSDAY, SEPTEMBER 27, 1877.

日一廿月八年丑丁

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane,
Lombard Street. GEORGE STARR, 30,
Cornhill. GORDON & GOTT, Leadenhall
Street. R. C. BAKER, 10, Old Jewry.
4, Old Jewry. R. C. BAKER, 10, Old Jewry.
4, Old Jewry. R. C. BAKER, 10, Old Jewry.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTT, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BMAN & BLACK, San Francisco.

CHINA.—Sutton, QUEEN & CAMPBELL, Amoy, WILSON, NICHOLLS & Co. Foochow, HEDDER & Co. Shanghai, LANE, CRAWFORD & Co. and KELLY & WATSON, Manilla, C. HENNING & Co. Macao, L. A. DA GRAJA.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.
RESERVE FUND, 600,000 Dollars.

COURT OF DIRECTORS.

Chairman.—H. HOFFMANN, Esq.
Deputy Chairman.—F. D. SASSOON, Esq.
E. R. BELLIOS, Esq. WILHELM REINER, Esq.
W. H. FORBES, Esq. Ed. TODIN, Esq.
Hon. W. KESWICK. A. MEYER, Esq.

CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.
Shanghai, EWEN CAMERON, Esq.

LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 1 per cent. per annum on the daily balance.

For Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,

Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, August 16, 1877.

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

CAPITAL, £200,000.
RESERVE FUND, £110,000.

BANKERS.

THE BANK OF ENGLAND.
THE CITY BANK.
THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH IN HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.
Local Bills discounted, and Interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application.

Intimations.

G. FALCONER & Co.,

WATCH AND CHRONOMETER MANUFACTURERS,
AND JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.
46, Queen's Road Central,
Hongkong, August 20, 1877.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

SHAREHOLDERS in the above Company are requested to furnish the Underwritten with a List of their Contributions for the year ending 31st December last, in order that the distribution of Twenty per cent (20%) of the Net Profits reserved for Contributions may be arranged. Returns not rendered prior to the 31st October next, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, August 1, 1877.

Intimations.

NOTICE.

A. MILLAR & Co.,
PLUMBERS, AND GAS FITTERS,
Queen's Road East,
HONGKONG.
September 15, 1877.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

SHAREHOLDERS in the above Company are requested to furnish the Underwritten with a List of their Contributions for the year ending 31st December last, in order that the proportion of the Net Profits to be reserved for Contributions may be arranged. Returns not rendered prior to the 31st October next will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JAS. B. COUGHTRILL,
Secretary.

Hongkong, August 1, 1877.

NOTICE.

M. A. HAHN begs leave to inform the numerous Patrons and the Public generally of Hongkong, that, by special request, he has now OPENED his REPAIRING BUSINESS in the Colony at WANCHAI, in the Premises lately occupied by the American Consul.

Mr. HAHN trusts to be favored with the continued Patronage of the public, as he has lately received a NEW STOCK of REPAIRING MATERIALS, all of the best qualities, from England, France and Germany. Inspection invited.

Hongkong, September 7, 1877.

PIANOS and any other Musical Instruments TUNED, REPAIRED, and RE-CONSTRUCTED.

PIANOS ON HIRE, by the Month or Occasionally.

PIANOS FOR SALE, New and Second-Hand, all in perfectly Good Order, Guaranteed.

Special Attention is invited to a new Grand Cottage PIANO, by LÜNZERS and RÜBNER, Zeitz—Just Received from Germany, and specially constructed for this climate to the order of the Underigned. Orders from any of the Outposts in the East, will meet with prompt attention if addressed to:
Care of Messrs LANE, CRAWFORD & Co., or Messrs GAUFF & Co. A. HAHN.
Hongkong, September 7, 1877.

THE HONGKONG HOTEL.

TENDERS are invited for a LEASE of the HONGKONG HOTEL, the present Five-yearly Lease expiring on the 31st August, 1878. SEALED TENDERS to be sent in on or before the 31st March, 1878, to the Secretary of the HONGKONG HOTEL COMPANY, LIMITED, who will supply any information required.

By Order of the Directors,

LOUIS HAUSCHILD,

Secretary.

Hongkong, September 15, 1877.

DEVOE'S BRILLIANT OIL.

RELIABLE,
ECONOMICAL,
SAFE!!

DESIRING to benefit by the world-wide reputation of our Oil, certain parties have attempted to imitate our packages. Suits at law have been instituted against the MAKERS and PURCHASERS of these imitations. Buyers should be careful to see that the words "DEVOE'S BRILLIANT" are stencilled on the cases, and the words "DEVOE MFG CO. PATENTS" are stamped on the top of the can.

THE DEVOE MANUFACTURING Co.,
80 Beaver and 127 Pearl Streets,
NEW YORK, U. S. A.

AFONG,

PHOTOGRAPHER,

by appointment, to
H. E. SIR ARTHUR KENNEDY,
GOVERNOR OF HONGKONG;
and to
H. I. H. THE GRAND DUKE ALEXIS
OF RUSSIA.

Wyndham Street, formerly ATHLETIC CLUB,
HAS on hand the Largest and Best collection of Views of China, Photographic Albums, Frames, Cases, &c., of assorted sizes. Ex. S. S. Type, Revolving Standard Albums, Armorial Monograms and Postage Stamp Albums, Russia Leather, Velvet and carved-wood Albums, Cases and Frames, nice Albums for Cabinet Portraits, Portraits of the Generals of the present Russo-Turkish War, Eminent British Statesmen, the two Chinese Ambassadors in Cabinet and Carte de Visite sizes, Coloured Portraits of English Ladies.

Hongkong, August 24, 1877.

Intimations.

CONDENSED EGGS.

THIS NEW ARTICLE, recently placed upon the Market, consists simply of fresh HENS' EGGS, from which most of the water has been evaporated, and being hermetically sealed, remains perfectly sound.

The EGGS thus condensed are obtained in the Empire of China, and canned in the immediate vicinity in which they are produced, thereby avoiding the deterioration to which EGGS are subjected when transported in the shell. So that, in point of fact, the CONDENSED EGGS preserved under the patent of A. R. DAVIS, furnish to the consumer, EGGS possessing more perfectly the properties of fresh-laid EGGS than those ordinarily supplied to any city.

The CONDENSED EGGS will best up into light froth as readily as EGGS taken immediately from the shell, and are equally valuable in making Cakes, Custards, Creams, Pastry, Puddings, Egg-Nog, &c., &c.

ECONOMY.

For Hotels, and Restaurants, or for Families, or Vessels at sea, this Article is invaluable, as there is no loss from breakage or decay, and a tin will keep for any length of time after opening, being sealed only for transportation.

One Table-spoonful is equal to one Egg. Add equal amount of water (warm is preferable); dissolve it well; then use same as any Egg.

LAMBERT, ATKINSON & Co.,
Agents for Hongkong.

MUSTARD & Co.,
General Agents at Shanghai.

NOTICE.

THE OFFICES of Messrs. ADAMSON, BELL & Co., are this Day REMOVED to the First Floor of the Premises in QUEEN'S ROAD, lately occupied by the COMPTON & ESCOMPTON DE PARIS. Offices to be Let on the Ground Floor.
Hongkong, September 24, 1877.

DENTAL NOTICE.

D. R. STOUT has RETURNED, and will be ready to receive Patients on MONDAY, the 24th Instant, until further notice, at his Rooms, Ground Floor, HOTEL DE L'UNIVERS. Office hours, 8 to 12 Noon and 2 to 4 p.m.
Hongkong, September 22, 1877.

DENTAL NOTICE.

D. R. ROGERS begs to inform his Patrons and the Public that he intends to visit AMOY and FOOCHOW in September and October, leaving HONGKONG about the 15th of September.
Hongkong, August 6, 1877.

Notices of Firms.

NOTICE.

MR. CHARLES DAVID BOTTOMLEY was admitted a PARTNER in our Firm on the 1st July, 1877.

DOUGLAS LAPRAIK & Co.
Hongkong, September 22, 1877.

NOTICE.

WE have been appointed AGENTS for the GERMANIC LLOYD, GERMAN AND INTERNATIONAL SOCIETY FOR THE CLASIFICATION OF SHIPS.

MELOHRS & Co.

Hongkong, September 11, 1877.

NOTICE.

MR. F. W. HAGEDORN has CEASED to be a Partner in our Firm here and in China.

VOGEL, HAGEDORN & Co.
Hongkong, September 1, 1877.

NOTICE.

FROM This Date MR. EDWARD SHEPARD and Mr. M. W. GREIG, are authorized to Sign the name of our Firm per ELWELL at Amoy.

RUSSELL & Co.
China, June 1, 1877.

NOTICE.

MR. F. C. DITTMER is authorized to Sign our Firm per Procuration.

SANDER & Co.
Hongkong, June 23, 1877.

For Sale.

FOR SALE.

CUTLER, PALMER & Co.'s Celebrated Brands of WINES and SPIRITS.
Apply to
SIEMSEN & Co.
Hongkong, June 22, 1876.

FOR SALE.

BERLIN TIVOLI BEER, in Cases of 4 Doz. Quarts.
WIELER & Co.
Hongkong, August 30, 1877.

For Sale.

LAMBERT, ATKINSON & Co.

HAVE FOR SALE,
EX STEAMSHIP'S
"YORKSHIRE," "MADAGASCAR,"
"CITY OF TOKIO," &c., &c.

1877.

NEW SEASON'S (MAY) BUTTER.
The First Shipment of Busch & Co.'s Celebrated Cowbrand DANISH BUTTER.

In Tins of 1 lb. each, 60 Cents per lb.
In Tins of 2 lb. each, 55 Cents per lb.
In Tins of 4 lb. each, 50 Cents per lb.

Fresh supplies of CROSBY & BLACKWELL'S OILMAN'S STORES, and American Family MESS STORES.—As per their JULY PRICE LIST.

(All Stores sold by L. A. & Co. are of the Very Best Quality.)

Chappell & Co.'s New and Popular MUSIC and SONGS.

Very Superior California BLANKETS, 12/4 and 14/4.

California KNEE BOOTS.
Dawson's Best London-made GENTLEMEN'S BOOTS.

HORSE BLANKETS.
Central and Fin-fire CARTRIDGE CASES.

Gun-Wads, PERCUSSION CAPS.

BILLIARD TABLE CLOTHS.

ROCKETS and BLUE-LIGHTS.

ROTH'S RUSSIAN ROPE and TARRED LINES.

FISHING LINES and WHITE LINES, of all descriptions.

INDIA RUBBER SHEETS, and Insertion of all Sizes.

INDIA RUBBER and CANVAS DELIVERY and SUCTION HOSE.

Cabin Suspension LAMPS.

Cabin CAROLINE STOKES.

FENDERS and FIRE IRONS.

Jennet's TOILET SETS.

CARRIAGE LAMPS and CARRIAGE CANDLES.

WATER FILTERS.

Gosnell's HAIR BRUSHES, TOOTH BRUSHES, and NAIL BRUSHES.

A Fine Assortment of DE LA RUE'S STATIONERY, BOOKS.

NOVELS, WORKS OF REFERENCE, SCHOOL BOOKS.

&c., &c., &c.

Hongkong, September 15, 1877.

NOW LANDED EX "GAELIC."

A CHOICE Assortment of AMERICAN DELICACIES, THIS, HONEY, CHEESE, HAM, BACON, MACKEREL, BEEF and PORK, &c., &c.

TO SPORTSMEN. Some New and Excellent COMPRESSED MEATS, suitable for country trips.

CENTENNIAL HATS.
MADEWEN, YICKEL & Co.
Hongkong, September 26, 1877.

DE SOUZA & Co.'s

DATE BLOCK FOR 1878,

CONTAINING

ENGLISH and CHINESE DATES, &c.

IS NOW READY.

Price, 70 Cents.

A Liberal allowance will be made for 10 or more Copies.

Hongkong, September 17, 1877.

To Let.

TO LET.

NOS. 4, and 5, PEGHINI TERRACE, ELGIN STREET.

Apply to

LANE, CRAWFORD & Co.

Hongkong, July 30, 1877.

AN OFFICE TO LET.

Apply to

LANDSTEIN & Co.

Hongkong, September 15, 1877.

TO LET.

TOP FLOOR of the House now occupied by Mr. A. HAHN, at WANCHAI. Apply to the Premises.

Hongkong, September 11, 1877.

TO LET.

THE DWELLING HOUSE in CAIWEI ROAD, at present in the occupation of H. DU POUY, Esq. Possession from 1st November next.

Apply to

JOHN JACK,
East Point.

Hongkong, September 7, 1877.

TO LET.

THE Dwelling House and Offices No. 1, D'Almeida Street, lately in the occupation of Messrs DOUGLAS LAPRAIK & Co.

Apply to

DOUGLAS LAPRAIK & Co.

Hongkong, July 3, 1877.

TO LET.

HOUSE No. 10, Albany Road, lately occupied by the Rev. R. H. KIPP. "Blues Villa." Fully-furnished. House Nos. 5 and 6, Peddar's Hill.

DAVID SASSOON, SONS & Co.
Hongkong, July 21, 1877.

Auctions.

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, at their Sale Room, Praya Central, on

FRIDAY,

the 28th September, 1877, at Noon,—
An Invoice of MORTON'S OILMAN'S STORES, Pickles, Sauces, Salad Oil, Vinegar, Table Salt, Olives, Jams, Jellies, Raisins, Loaf Sugar, Ham, Cheese, &c., &c.

Silk Umbrellas, Tooth Brushes, Penknives, Padlocks, Dressing Combs, Table Knives, Lamps, Revolvers, Coloured Flannel.

20 cases Oregon Cider.

20 bags White Beans.

And,

40 boxes California Apples.

Also,

2 Sets of Table Crystal, comprising:

Decanters, Port, Sherry, Claret, Champagne, and Liqueur Glasses, Finger Bowls, Tumblers, and Centre Pieces.

10 lbs. Cope's Smoking Mixture.

10 " Cope's Bristol Birdseye.

TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.1.7.

The Lot or Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

Hongkong, September 25, 1877.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell on

SATURDAY,

the 6th October, 1877, at 4 p.m., at the Spot,—

7 CHINESE HOUSES, Nos. 7 to 19, Situated at the Upper Station Street.

Ground Rent, \$14 per Annum.

For Particulars, apply to

J. M. GUEDES, JR.,
Auctioneer.

Hongkong, September 20, 1877.

Shipping.

Steamers.

FOR HOIHOW & HAIFOONG.

The Steamship
"ALBANY,"
Capt. F. ASHTON, will be despatched for the above Ports on SATURDAY, the 20th Instant, at 4 p.m.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.

Hongkong, September 25, 1877.

FOR SINGAPORE, BRISBANE, SYDNEY AND MELBOURNE.

(Calling off the usual Coast Ports to land Mails and Passengers.)

The Eastern and Australian Mail Steam Co.'s Steamer
"BRISBANE,"
will be despatched as above, on or about the 5th October next.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, September 21, 1877.

Sailing Vessels.

FOR NEW YORK.

The A 1 British Bark
"ABERLADY,"
J. NICHOL, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

VOGEL, HAGEDORN & Co.

Hongkong, August 10, 1877.

FOR NEW YORK.

The A 1 British Bark
"GRANMER,"
Hastings, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

VOGEL, HAGEDORN & Co.

Intimations.

W. BALL,
CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS,
DRUGGISTS' Sundries, TOILET
REQUISITES, PATENT MEDI-
CINES AND PERFUMES.

Prescriptions Dispensed with Carefulness,
and Prompt Attention.

PRAYA WEST, HONGKONG,
Near the Canton Steamer's Wharf.
Hongkong, July 13, 1876.

Volume Sixth of the
"CHINA REVIEW."No. 1.—Vol. VI.
—OF THE—"CHINA REVIEW"
CONTAINS—

Chinese Studies and Official Interpretation
in the Colony of Hongkong.
Constitutional Law of the Chinese Empire.
The Tang Hou Chi, A Modern Chinese
Novel.
A Chinese Primer.
The Law of Inheritance.
Short Notices of New Books and Literary
Intelligence.
Notes and Queries—
Chinese Manuscripts.
Studies in Words.
The Educational Curriculum of the
Chinese.
Restoration of the Old Sounds of the
Chinese Language.
Notes on Chinese Grammar.
Russian Sinologists.
Asia and China.
The Word "Swallow."
Corrigenda.—Chinese Studies and Official
Interpretation in the Colony of Hong-
kong.

China Mail Office,
Hongkong, September 1, 1877.

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for any
Debt contracted by the Officers or Crew
of the following Vessels, during their stay
in Hongkong Harbour:—

NIMROD, British barque, Capt. Clark.—
CAPTAIN.
ABEELAY, British barque, Capt. Nicoll.
—Jardine, Matheson & Co.
VISCOUNT MACDOUFF, British 8-m. schooner,
Capt. Wm. Wright.—Borneo Co., Limited.
CRESTED, American ship, Captain W.
Lull.—Stimson & Co.
WOODVILLE, British barque, Captain
Nelson.—Wm. Pustau & Co.
ALPHINGTON, British barque, Captain G.
Cunningham.—Widder & Co.
LOUISA, German 3-m. schooner, Captain
Schierloch.—Eduard Schellhaus & Co.
CORINNE, British barque, Capt. Robert-
son.—Wieler & Co.
CHINAMAN, British barque, Capt. Mac-
Kenzie.—Chinese.
ANNIE S. HALL, American barque, Captain
C. H. Nelson.—Douglas Laprak & Co.
RAJANATHIANUR, British str., Captain
Hopkins.—Yuen Fat Hong.
CILURNU, British ship, Captain E.
Shrewsbury.—Wieler & Co.

NOW READY.

A CHINESE DICTIONARY IN THE
CANTONESE DIALECT. Part I,
A to K, with Introduction. Royal 8vo.,
pp. 202.—By ERNEST JOHN EITEL, Ph.D.,
Tübingen.

Price: Two Dollars and a Half.
To be had from Messrs LANE, CRAWFORD
& Co., Hongkong and Shanghai; and Messrs
KELLY & WALSH, Shanghai.
Hongkong, February 8, 1877.

To-day's Advertisements.

NOTICE.

COMPAGNIE DES MESSEGERIES
MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship
"FIBRE,"
Comd. DE GIBAUD, will be de-
spatched for YOKOHAMA
shortly after the arrival of the next French
Mail.

H. DU POUY,
Agent.

Hongkong, September 27, 1877.

NOTICE.

COMPAGNIE DES MESSEGERIES
MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship
"A.V.A.,"
Comd. HERNANDEZ, will be
despatched for SHANGHAI
shortly after her arrival from Europe.

H. DU POUY,
Agent.

Hongkong, September 27, 1877.

FOR LONDON.

The "A 1" 100 years splendid
British Clipper Ship
"STERNHAM,"
Comd. A. MILLAR, Commander, will
have quick despatch for the above Port.
For Freight, apply to
VOGEL, HAGEBOER & Co.,
Agents.

Hongkong, September 27, 1877.

NOTICE.

THE DEPARTURE of the Company's
S. S. "GAELIC" is POSTPONED
until TUESDAY, 2nd October, at 8 P.M.
G. B. REMORY,
Agent.

Hongkong, September 27, 1877.

To-day's Advertisements.

NOTICE TO CONSIGNEES.

GERMAN BARQUE METEOR, FROM
HAMBURG.

CONSIGNEES of Cargo by the above-
named Vessel are hereby requested to
send in their Bills of Lading to the Under-
signed for countersignature, and to take
immediate delivery of their Goods.
Cargo impeding the discharge of the
Vessel will be landed and stored at Con-
signees' risk and expense.

MELCHERS & Co.,
Agents.
Hongkong, September 27, 1877. s39

THE ROYAL BIJOU VARIETY
TROUPE.

WILL PERFORM AT THE
LUSITANO THEATRE.

ON MONDAY EVENING NEXT.
Full Particulars in future Advertisements.
H. WILSON, Manager.

Hongkong, September 27, 1877.

BANK HOLIDAY.

AS an Interval of TWELVE DAYS
will elapse before the Departure of
the next English Mail, the Undermentioned
BANKS will observe MONDAY, the 1st
Proximo, as a Holiday.

For the "Oriental Bank Corporation,"
C. MORLAND KERR, Manager.
For the "Chartered Mercantile Bank of
India, London and China,"
H. H. NELSON, Manager.
For the "Chartered Bank of India, Aus-
tralia and China,"
WILLIAM FORREST, Actg. Manager.
For the "Hongkong and Shanghai Bank-
ing Corporation,"
T. JACKSON, Chief Manager.
For the "National Bank of India, Ltd.,"
C. E. THOMSON, Actg. Manager.

Hongkong, September 27, 1877. ool

Charters Elected.

The following charters have been effected
during the last week:—

British bark Woodville, 714, hence to
London, private.
American ship Henry S. Sanford, 1155,
hence to New York, private.
German bark Bertha, 442, hence to
Hamburg, private.
British ship, Banian, 760, Amoy to New
York, private.
British bark Glamorganshire, 456, New-
chwang to Hongkong, 28 cents per picul, 25
lay days.
German bark Malvine, 499, Newchwang
to Hongkong, 27½ cents per picul, 25 lay
days.
British bark Georgina, 314, Newchwang
to Whampoa, 30 cents per picul, 23 lay days.
British bark Nimrod, 695, Newchwang
to Swatow, 24 cents per picul, 30 lay days.
American bark Quikstep, 826, New-
chwang to Swatow, 22 cents per picul.
British bark Merse, 629, Newchwang to
Swatow, 28½ cents per picul, 25 lay days.
British bark E. M. Young, 345, New-
chwang to Swatow, 28½ cents per picul, 24
lay days.
American schooner Annie S. Hall, 455,
Newchwang to Swatow, 28½ cents per picul,
25 lay days.
British steamer Pernambuco, 648, Hong-
kong to Saigon, \$1,200 in full.
British steamer Penado, 652, Saigon to
Manila, private.
German steamer Cassandra, 928, Swatow
to Singapore, \$5 per head, 10 lay days.
British schooner Vincennes Macdoff, 289,
hence to Haiphong and back, \$1,900 in
full, 25 lay days.

British bark Anazi, 468, cleared for
Guam.
British ship Sydenham, 1063, has taken
the berth for London, rate nominally £2
per 50 feet.
British ship Northampton, 1191, has
taken the berth for Singapore, having been
ordered to that Port from home.

SHIPPING.

ARRIVALS.

Sept. 26, 630 p.m., Meteor, German
barque, 598, R. Dinkelberg, Hamburg May
20, General.—MELCHERS & Co.
Sept. 26, Spartan, British steamer, 987,
J. Cooper, Penang Sept. 16, and Singapore
20, General.—JARDINE, MATHESON & Co.
Sept. 26, Fuyew, Chinese steamer, 920,
A. Croad, Shanghai Sept. 23, General.—C.
M. S. N. Co.
Sept. 27, Ulysses, British steamer, 1560,
Guard, Liverpool July 27, Millford Haven
Aug. 6, via ports of call, and Singapore
Sept. 20, General.—BUTTERFIELD & SWIRE.
Sept. 27, Fido, German barque, 250, C.
Christiansen, Newchwang Sept. 14, Beane.
—ANNHOED, KARBURG & Co.

DEPARTURES.

Sept. 27, Hai Chong Tching, for a cruise.
27, Mail Marian, for Nagasaki.
27, Rotterdam, for Cape St. James.
27, Antipodes, for Newchwang.
27, Namoa, for Coast Ports.
27, Howang, for Shanghai.
27, Charlton, for Cocktown.
27, Flodden, for Whampoa.

CLEARED.

Charlotte Andrews, for Holhow.
Jan Peter, for Monte Video.
Louisa, for Haiphong.
Zamboanga, for Singapore.

PASSENGERS.

ARRIVED.
Per Fuyew, from Shanghai, Mr. G.
Holmes, and 120 Chinese.
Per Ulysses, from Liverpool, &c., for
Hongkong, Mrs. Lilley and child, Mrs.
Walker and child, and Miss Rogers, and
364 Chinese; for Shanghai, Miss Eiden.
DEPARTED.
Per Namoa, for Coast Ports, 8 Euro-
peans, and 150 Chinese.
Per Howang, for Shanghai, 68 Chinese.
Per Charlton, for Cocktown, 7 Euro-
peans, and 4 Chinese.
TO DEPART.
Per Charlotte Andrews, for Holhow, 2
Chinese.
Per Zamboanga, for Singapore, 871 Chi-
nese.

SHIPPING REPORTS.

The German barque Meteor reports:
From Stund Straits 29 days, having had
nothing but light airs and calms the whole
way.
The British steamer Fuyew reports:

First part of passage had calms and light
airs, on the 25th and 26th had strong N.E.
gales to arrival. On the 22nd and 23rd in
company with the O. S. S. Ulysses. On
the 21st, spoke the Etendard, from London
bound for Hongkong, all well, in Lat. 4.9
Long. 103.40.

The Chinese steamer Fuyew reports:
Strong N.E. wind and high sea throughout.
The British steamer Ulysses reports:
From Singapore had light winds till the
25th, then strong N.E. winds to port.

Shipping Intelligence.

The following is corrected from the latest
London and Colonial Papers:—

VESSELS TO ARRIVE.

When left.	Name.	From.	Remarks.
Feb.	5, Carrizal,	Cardiff	(First Feb. 23)
Mar.	17, D. McR. Park,	Sunderland v. S'pore	
	19, Astrea,	Cardiff for Canton	
	19, Cygnus,	Cardiff	
	22, Bithing,	Cardiff	
	27, Fortuna,	Antwerp	
Apr.	8, Rola,	Cardiff	
	15, Vega,	Hamburg	
May	6, Stighound,	Liverpool	
	10, David,	Antwerp	
	11, Neworth,	Cardiff	
	13, Glendora,	Cardiff	
	18, Alstra,	Melbourne	
	15, Sophia,	Liverpool	
	19, Melusine,	Penarth	
	26, Martha Jackson,	Penarth	
	26, Alexandra,	Liverpool	
	27, Kate Carnie,	London	
	30, C. R. Bishop,	Falmouth	
June	2, Marco Polo,	Hamburg	
	4, Malbre,	London	
	4, Fagh-a-Ballagh,	London	
	4, Rhuddlan Castle,	Cuxhaven	
	7, Fildand Brum,	Portsmouth	
	9, Elmstone,	London	
LOADING FOR CHINA AND JAPAN PORTS.			
At London.—Steamers via Suez Canal.			
	Radnorshire,	Glenfinlas.	
	Fleura Castle,	Banary.	
	Glencara,	Parsee.	
	Zanzibar.		
Sailing Vessels.			
	Rudlandshire,	Agnes Muir.	
	Felix Mendelssohn,	Johann Smith.	
	Hackaway,	Falcon.	
At Liverpool.			
	Glaucus (s.)	Deucalion (s.)	
	Charper.		

CARGO.

Per S. S. Lombardy, sailed on the 22nd
September, 1877.—For London: from
Shanghai, 2,898 boxes, 3,130 half-chests,
320 chests, and 30 pkgs. Tea, 630 bales
Raw Silk, and 83 bales Waste Silk; from
Hankow, 175 half-chests Tea; from Kin-
liang, 374 boxes and 70 half-chests Tea;
from Amoy, 298 boxes and 301 half-chests,
containing 18,000 lbs. Oolong; from Macao,
1,463 boxes and 258 pkgs., containing 27,986
lbs. Congou, and 11,935 lbs. Sora; from
Canton, 15,276 boxes, containing 10,600
lbs. Congou, 280,656 lbs. So. Capor, and
58,786 lbs. So. Pekoe, 438 bales Raw Silk,
and 28 cases Silk; from Japan, 158 bales
Raw Silk. For Continent: from Shanghai,
80 bales Raw Silk, 23 bales Waste Silk,
and 1 bale Oocoon; from Japan, 326 bales
Raw Silk; from Canton, 217 bales Raw
Silk, and 124 bales Oocoon. For New
York: from Shanghai, 1,151 boxes, 163
half-chests, and 150 pkgs. Tea.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For SAIGON.—
Per PERAMBUCO, at 0.30 p.m., on
Friday, the 28th inst.
For HOIHOW & HAIPHONG.—
Per YOTZUNG, at 5 p.m. To-morrow,
the 28th inst.
Per ALBAY, at 3.30 p.m., on Saturday,
the 29th inst.
For QUINHOON.—
Per Brig EUDOXIE ADOLPHINE, at
5 p.m., on Saturday, the 29th inst.
For YOKOHAMA & SAN FRANCISCO.—
Per GABRIEL, at 2.30 p.m., on Tuesday,
the 2nd October, instead of as pre-
viously notified.
For BANGKOK.—
Per RAJANATHIANUR, at 4.30
p.m., on Tuesday, the 2nd Oct.

MAILS BY THE FRENCH PACKET.—

The French Contract Packet S. N. D. H.
will be despatched from Hongkong
on SATURDAY, the 29th instant,
with Mails to and through the
United Kingdom and Europe, via
Marseilles; to Saigon, Singapore,
Batavia, Galle, Australia, New Zealand,
Tasmania, Fiji, Aden, Sey-
chelles, Réunion, Mauritius, Suez,
and Alexandria. This is the best
opportunity for forwarding Corre-
spondence to E. Africa, the Cape,
St. Helena, and Ascension.
Letters may also be forwarded to India
by this Packet, but can be paid only
as far as Ceylon. The postage to
Ceylon must be prepaid. Such let-
ters should be marked Paid to Ceylon
only; they will go on from Galle as
unpaid.

Hongkong, September 21, 1877. s39

MAILS BY THE ENGLISH PACKET.—

The English Contract Packet K. H. I. V.
will be despatched with the Mails for
Europe, &c., on THURSDAY, the
11th October.
The following will be the hours of closing
the Mails, &c.:—
Wednesday, the 10th October.—
8 p.m., Money Order Office closes.
8 p.m., Post Office closes except the Night
Box, which remains open all night.
Thursday, the 11th October.—
7 a.m., Post Office opens for sale
of Stamps, Registry of Letters, and
Posting of all correspondence.
10 a.m., Post Office closes except for Late
Letters. Registry of Letters ceases.
Hongkong, September 24, 1877. ool1

MEMOS. FOR TOMORROW.

At 10.—General Weekly Sale by Messrs
Lane, Crawford & Co.

Shipping.

Goods per Fuyew, &c., undelivered after
this date subject to report.

General Memoranda.

SATURDAY, September 29:—

Noon.—French Mail leaves for Ports of
Call and Europe.
4 p.m.—Albay leaves for Holhow, &c.

SUNDAY, September 30:—

Application for Shares in the North China
Insurance Co. must be made on or
before this date.

MONDAY, October 1:—

Bank Holiday.
9 p.m.—Meeting of Zetland Lodge.
Performance at the Lusitano Theatre.

TUESDAY, October 2:—

8 p.m.—Occidental & Oriental S. S. Co.'s
Steamer leaves for Yokohama and San
Francisco.

FRIDAY, October 5:—

Brisbane leaves for Singapore, &c., on
or about this date.

SATURDAY, October 6:—

4 p.m.—Sale of Houses, at the Upper
Station Street.

THURSDAY, October 11:—

Noon.—English Mail leaves for Ports
of Call and Europe.

THE
HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,

FAMILY & DISPENSING CHEMISTS,

WHOLESALE AND RETAIL DRUGGISTS,

IMPORTERS

OF

DRUGGISTS' SUNDRIES, NURSERY REQUI-
SITES, TOILET REQUISITES, ENGLISH,
AMERICAN, AND FRENCH PATENT

MEDICINES.

MANUFACTURERS

OF

Soda Water, Lemonade, Tonic Water,
Gingerade, Potass Water, Sarsaparilla

Water, and other Aerated Waters.

The Manufactory is under direct and
continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced
at 7.45 p.m.

BIRTH.

On the 26th instant, the Wife of HENRY
ERNEST WOODHOUSE, Esq., of a Son.

THE CHINA MAIL.

HONGKONG, THURSDAY, SEPT. 27, 1877.

MUCH mystery has been attached to the
movements of the Russians now occupy-
ing the Schipka Pass, and the positions
between that and their base of operations
at Biela and Sirova. We hear of them
being strongly reinforced at the former
place, and a vastly strong position mid-
way between (Timova) being evacuated.

No doubt, many have wondered where
these reinforcements come from, and how
could the Russians occupy such a posi-
tion as they appear to do in the Schipka
Pass with their enemy close on their
rear? Many, no doubt, when reading
of the advance of the Russians, pushing
forward as they did after the passage of
the Danube to the Balkans, thought that
the main road leading direct from Biela
to Timova, thence to Gaborova and Schip-
ka, was the only practicable one, and
the only one used. The Grand Duke,
with the Headquarters of the 8th
Corp's D'Armes, and the bulk of his
forces, did move along this road, but the
Flying Column (as it ought to be called),
consisting at first of only Cavalry and a
few horse Artillery, moved by another
route, and it is by following this advance
that we are now enabled to discover how
the Russians in the Schipka Pass can
keep up communications with their rear.

When the immediate advance on the
Balkans was decided upon, this Flying
Column moved off, and instead of ad-
vancing along the main road to Timova,
selected a route running in a direct
southerly line from Sirova, parallel and
17 miles west of the main road. From
here can be gathered from the only in-
formation available (the late mails), this
movement was chosen not with the in-
tention of any strategy on the part of
the Commander-in-chief of the Russian
Army, and in order to deceive the Turks,
but merely because the main road was
so thick with dust that it would hamper
the rapid movements of a Flying Col-
umn, and as a good road is not so essen-
tial for such a force as it is for an army
composed of all arms and its encum-
brances in the way of baggage, &c., the
road taken was a mere cart-track, and as
we mentioned before, running parallel
and 17 miles west of the main road.
So on the 5th July we hear of the Cavalry
appearing at Akoski, a village in a
direct line between Biela and Bulgarene,
13 miles west of the former place. Now,
taking a due southerly line, the Column
pushed on through Gorstuden and arrived
at Botak on the same day, 5th July.
Halting here for the Infantry or Tirail-
leur to come up, they push forward on
the morning of the 6th, pass through
Favlikjam and enter Niradeq the same
evening. Bivouacking here for the night,
they continue their advance on the
morning of the 7th, taking now a course
almost due East upon Timova. With
what ease they occupied this strong posi-
tion we all know; a force of Cavalry and
Artillery, 1500 strong, dislodged a force
between 3000 and 4000 in entrenched
and selected positions! Defence is
impossible, and until we hear that

the Commander of the Turkish force
determined to retire with some strategi-
cal motive (a result which has not yet
been proved), he might justly be brand-
ed with the title of traitor. But our
intention is not to criticise here this at-
tempt at defence. The object now of the
Turks is to cut this line, and for some
weeks we have patiently watched the
advance of the Turks on the right under
Mehemet Ali Pasha. When the tele-
graphic information arrived of the eva-
cuation of Timova by the Russians, this
great object seemed to have been accom-
plished, and that Mehemet Ali Pasha
had placed a strong force between his
enemies in the Schipka Pass and those
at Biela. But how comes it that another
telegram informed us that strong rein-
forcements had been sent to the Rus-
sians in the Schipka Pass? Had this
main road been the only route available
for such means, this would have been
impossible; but now the Turkish Com-
mander-in-chief has to push 17 miles fur-
ther West, before this task of cutting
his enemy's line of communications
can be accomplished. He or Osman
Pasha must do it. No doubt the Tur-
kish Chief was in hopes that Suleiman
Pasha would have been able to have
forced his enemy backwards, and so filled
the gap between his two flanks, but that
seems almost impossible, as the position
of the Russians is exceedingly strong in
the Schipka Pass, and until Osman
Pasha can push his forces sufficiently
East, or Mehemet Ali Pasha his suffi-
ciently West, the line of communication
between the Russian forces in the Schipka
Pass and those at their base is open by
the road we have already pointed out.

It appears from a telegram we published
last night that the main provisions of the
Chinese Immigrants' Ordinance for the
Straits Settlements, which was passed
some months ago by the Legislative
Council at Singapore, have at last been
put into operation. The telegram states
that ten sections of the Ordinance are
being enforced, those providing for the
boarding and examining of vessels, the
landing of immigrants, the opening of
depôts, the payment of fees, and the ex-
amination of immigrants' accounts. A
few notes respecting this Ordinance may
now prove of value. It was introduced,
we believe, on the recommendations of a
Commission appointed to enquire into the
whole question of Chinese Immigration,
a Bill being framed on the suggestions of
the Commission and passed. One provi-
sion of the Ordinance, namely, that for
the appointment of Protectors of Chinese,
has already been partly acted upon, inas-
much as Protectors have been appointed
at Singapore and Penang. The depôts
are to be established for the reception of
immigrants on their arrival, and emigrants
on departure, under engagement, and
every immigrant and emigrant is to pass
before a Protector. Written engagements
made before a Protector for service in or
emigration from the Settlements are
legalised, and their infraction made penal.
The expenses of carrying out the Ordinance
are met by a fee of one dollar,
charged on every immigrant who has not
paid his passage and on every emigrant
leaving under advance or engagement;
such fee to cover three days' subsistence
in the depôt. Also a fee of fifty cents is
charged on every immigrant who has
paid his passage; the supercargo being
responsible for its payment. The effect
of the other provisions in the Ordinance
is sufficiently plainly indicated in the
telegram. One of the objects of the
measure is to lessen the power of the
Secret Societies, and to make the im-
migrant understand that there is a Govern-
ment in the Straits who is both willing
and able to render him all the protection
he needs. It was pointed out by the
Commission that, when an immigrant
arrived, he was landed by his Kay Tow,
and after, perhaps, being subjected to
various abuses, carried off to the place
where he was to work. He was never
brought into contact with any officer of
the Government, and the Commission
expressed their belief that "the vast
majority of the Chinamen who come to
work in the settlements return to their
country not knowing clearly whether
there is a Government

wharf, the gate was closed. Four Police boats were surrounding the water front of the steamer. I stationed myself at the main gang-way having with me my interpreter Loo Pang and two Chinese Constables. The four Police boats were manned by Chinese Constables and they cleared all other boats before the steamer arrived. With my interpreter I counted 1490 passengers coming from the main hatch. They were all Chinese except a few coloured men. After this I went into the lower deck with the Chinese interpreter, and counted 81 passengers who were waiting to get coolies to carry away their luggage. The total number of passengers counted by myself were 1571. When I was counting the passengers Mr Da Costa, the Secretary, came to the gang-way and I stopped counting for a moment. He put up his hand at the gang-way and said to the passengers "Man, Man," meaning thereby that they should not come ashore while he would be speaking to me. He then asked me if I had a warrant, and I told him I was on duty. I did not allow any one from the wharf to go on board, except on the women who had come ashore and then gone back to fetch their luggage. In counting the passengers, I did not count young children, i.e. children in arms and children up to 4 or 5 years of age. It took me nearly an hour to count this number of passengers.

By Mr Breton: The steamer is a long and large one. The after part of the vessel for about 60 or 80 feet is open and has railings and stanchions. I believe people can go in from that part to and from the wharf, or from boats, but they must climb up if coming in boats on the off side. I did not go on board as she arrived at the wharf. The steamer came in very slowly, and then near the Harbours Master's office, and those on board could probably see persons standing at the further end of the wharf. I was in uniform. If the Captain or any other officer had been looking from the steamer with a telescope, he might have seen me and the Police at the wharf. I have seen on one or two occasions I was at the wharf before, men rushing in to the wharf as the steamer came in. I did not go on board until after I had counted the 1490 passengers. I have been present at the wharf to see the steamer leave for Canton, but I have never seen the Company taking the precaution of issuing tallies to passengers going on board. I am not on regular duty at the wharf. I had counted about May last the passengers on board the *Kinshan* and the number was under her authorized complement. The Feast of the Moon ("moon cake festival") took place last week (on the 21st). I do not know as a fact that a great number of Chinese went up to Canton, but I have heard so. I do not know that those who came down last Monday (24th) were those who were returning from their enjoyment. I wear that from the time I sighted the steamer until she came to the wharf that no one had got on board from the main gang-way where I was stationed. No one was allowed to remain on the wharf as the steamer was sighted, except the wharf-coolies with the Company's uniform hats on and two chair-coolies who were standing at the corner of the wharf waiting for their master. When Mr Da Costa came and spoke to me, the conversation did not interfere with my correct counting, though it interrupted me a little.

At this stage Mr Breton said that with the straightforward evidence of Inspector Grimes before the Court, he would not attempt to deny that the steamer did not on this occasion carry more passengers than she was entitled to do, but he would show that the Company was in no way at fault in connection with this matter, that it did not evade the law willfully, and that the greatest precaution had been taken to limit the number of passengers to within the authorized complement.

The Magistrate said that so far they had evidence only of the number of passengers going out at the gang-way he was in charge of Mr Grimes, but he should like to know the number that came out of the one in charge of the Sergeant.

Mr Breton said he had admitted on behalf of the Company that there was an excessive number carried.

The Magistrate said he must have evidence of the actual number. If Mr Breton would accept the evidence from Inspector Grimes that the number at the other gang-way had been reported to him at 154, that would be sufficient, but he did not think that a general admission would bind the Company as to the actual number stated to have been carried.

Sergeant Grant, No. 12, was then called. He said he was in charge of the after-gang-way leading from the wharf to the upper deck, and counted 154 passengers coming that way. No one went on board, until witness had finished counting. Witness finished counting sooner than Mr Grimes and then about ten wharf-coolies who had the Company's uniform hats on were allowed on board to carry away the luggage of some European passengers. Witness did not count any children. He did not think any one could have gone on board by the railings. He had once observed the passengers coming from the *Kinshan* and the number he roughly counted to be under 800.

The certificate of measurement of the *Kinshan* was then put in. It showed that the steamer was authorized only to carry 921 passengers, at the rate of two passengers for every three tons.

Mr Breton then addressed the Court for the defence. He said this was the first offence which was proved under the Ordinance, and consequently it was not a case where the full penalty should be enforced. The Company to which the steamer belonged was a highly respectable Company, having on its Board a member of the Council which passed this law. That being so, it was not likely that the Company would countenance any willful breach of the Ordinance. Mr Breton would also show that every precaution had been taken to prevent a greater number of passengers getting on board, and a system of the issue of tallies to the number of 921 was instituted at the gates to the wharves both at Canton and here, so that no one who was not provided with a tally would be allowed on board. When the full number of 921 was completed, no one could go on board, as there were only 921 tickets provided. As the passengers went on board, a man at the gang-way examined, to see each person going on board had a ticket, and after the steamer had got under-way the purser went round and collected the tallies from the passengers. Mr Breton thought this was a most efficacious way as a check to prevent an undue, and at Canton, the gate to the wharf was even shuttally

an hour and a quarter before the steamer left. It was usually closed at 7.45 a.m. in order to prevent the Chinese from pressing on board. But they nevertheless got on board by clambering over the sides of the vessel from boats, as well as from the wharf access to which they obtained by means of ladders, and as the Chinese were adept in climbing, and as there was a large space at the aft part of the vessel by which they could climb over, many always got on board in this way. They did so on ordinary occasions, but on the occasion in question, it happened to be about a Chinese Festival time, the Feast of the Lanterns or Feast of the moon, a large number of Chinese went up to Canton to enjoy it. The 24th being the Monday after the festival (which occurred on the 21st) a great many coolies who had spent probably all their money except perhaps 10 cents, crowded on board, and although the system of tallying was enforced, they still got on board. Thus this was entirely an exceptional time, and he would show that the Company did not willfully break the law nor that they did so for the sake of gain, for the fare was only 10 cents each. On the occasion of the Feast of the Lanterns, the pressure of passengers was so great that the Company had to put on an extra steamer, but it was not for the purpose of gain, as if there had been as much as 500 passengers at 10 cents, the gross amount would be only \$50, which would not pay for an extra steamer. He mentioned this only to show that the Company's object in this unintentional breach was not to gain. It was not likely that this respectable Company with its highly respectable board of Directors would evade the law willfully. The excess of passengers, he contended, was a thing over which the Company or its officers had no control. Moreover, the vessel was a very large one and could carry a much larger number of passengers without over-crowding. He dared say there were about 3,000 or 4,000 square yards of area in the vessel, and giving 2 yards to each passenger, he thought that would not be over-crowding. He submitted, finally, that this was an exceptional occasion arising solely from the festival, and as it would be the first conviction, he hoped his Worship would inflict a nominal fine, in addition to that he was bound to inflict other penalties. He thought the precautions taken ought to be effectual, and if they were unsuccessful, others should have been adopted, and where there was a will there was a way. If the precautions adopted were reported to the directors as being ineffectual, he dared say they would have adopted others. He saw from the Ordinance, from the severity of its clauses, that it should be carried out in a marked way, and according to the Ordinance the utmost fine was \$200, and so much for every passenger carried in excess. He would now inflict the full penalty of \$200, and a penalty of \$1 for every passenger carried in excess, which, according to the evidence of the Police, would be \$54. Therefore the amount would be \$250, and \$754 for the excessive passengers.

Mr Breton urged that this was the first offence, and that surely his Worship would not inflict the maximum fine.

The Magistrate said he had taken Mr Breton's observations into consideration, that this was not a willful breach, that the Directors did not evade the law willfully, that every precaution had been taken, and that, even with the excess, there was no over-crowding, and to these he agreed with him to some extent, but if there had been perseverance and determination the occurrence could have been avoided.

After a pause, the Magistrate said there had been a misunderstanding in his interpretation of the Ordinance. The penalty of inflicting \$5 for every passenger carried was compulsory on him; there was no discretion.

Mr Breton contended that the words "not exceeding" in the section applied to the fine as well as the penalty, because there was no comma in the sentence to separate the application. He thought that it would be absurd if a Magistrate had discretion in the infliction of a fine for a smaller sum, and had none in regard to a larger amount, as in this case where it would be over \$3,000, there being more than 700 passengers at \$5 each.

The Magistrate said that was his interpretation of the law, and if he had consulted his own discretion, he would have thought that the amount of penalties he first named would be sufficient. But the defendant had been guilty of a bad precedent for a remission from other quarters.

Mr Breton then said he hoped the Court would not put in force the sentence as once, as he would take steps at once to see that the fine should be first paid.

Mr Breton urged that the Company was solvent and there would be no difficulty about the amount, but he thought his Worship might put off enforcing the penalty for two or three days.

His Worship said the defendant might lodge a cheque with the Court.

Mr Breton opposed it would not be cashed for a few days.

The Magistrate said probably it would not be.

China.

HANKOW.

12th August, 1877.

At a meeting of the Hankow Race Club on Saturday, a programme was passed for the Autumn meeting to be held on the 6th and 7th of November. The course will be open for training on the 13th September.

R. M. S. Shields arrived from Ichang on Sunday morning the 9th. She touched several times on her way down. The *Tai-yu* left for Ichang on the 8th and has just returned. She was only able to get as far as Sunday Island, where the water was too shallow for her to pass. It is rumoured that the C. M. S. N. Co. are to be subordinated by the government for running a steamer, a hulk, destined for the latter place was towed up here by the *Kiang-kuo*, but it seems doubtful whether she will reach the end of her journey before next spring, unless the river rises.

Weng, the Governor of Hupeh, died suddenly at Wuchang on the 6th instant. It is said that apoplexy was the cause of his death.—*Shanghai Courier*.

HANKING.

10th Sept, 1877.

Last Saturday evening at a late hour we were called away by a case of opium poisoning. Such calls have been quite numerous for some time, but in this case the man's wife had also attempted to commit suicide. After we had cared for the husband and were about to leave we asked if we could cure a person whose throat had been cut. We at once asked to see the patient and

on 24th was 1,633, exclusive of 6 European passengers, according to the accounts rendered by the purser. The large number of passengers on this occasion was caused by a large number of Chinese going and returning from Canton on account of the Festival. The fares for Chinese passengers were 10 cents for the main deck, and 60 cents upper deck. The average number of passengers prior to within a few weeks of the Festival was below 900. The excess on this occasion was therefore entirely exceptional. The *Kinshan* has three decks, and if all space was cleared, i.e. without taking cargo on the main deck, she could carry 1,800 without over-crowding.

By the Magistrate:—The average from the 8th to the 24th would be over a thousand.

By Capt. Creagh:—The Directors did not give any written orders about the number of passengers to be taken. Did not remember the date the verbal order was given. Since the 8th almost every day there was an excess of passengers carried: about 1,000 was the daily average.

Mr Breton again urged that there was no willful breach and that it was not for gain that the excessive passengers were carried. There was one very important point he should like his Worship to remember, and it was the ample accommodation which the vessel could afford. It had been proved that the vessel could carry 1,800 without over-crowding. He contended that the object of the Ordinance was to prevent over-crowding, so that although there was an unintentional breach, it was not a matter which should call for the full penalty of the law. He again commented on the fallaciousness of the mode of determining the passenger capacity of a vessel by her measured tonnage, and urged at conclusion that the Company was ignorant that an excess of passengers had been carried.

The Magistrate said he understood the argument of Mr Breton to be that although there was an excess, the violation was not intentional, nor that it was a habitual occurrence, and that every precaution had been taken. If a Magistrate saw in a case like this where the precaution taken was persevered in he might inflict a nominal fine, but in addition to that he was bound to inflict other penalties. He thought the precautions taken ought to be effectual, and if they were unsuccessful, others should have been adopted, and where there was a will there was a way. If the precautions adopted were reported to the directors as being ineffectual, he dared say they would have adopted others. He saw from the Ordinance, from the severity of its clauses, that it should be carried out in a marked way, and according to the Ordinance the utmost fine was \$200, and so much for every passenger carried in excess. He would now inflict the full penalty of \$200, and a penalty of \$1 for every passenger carried in excess, which, according to the evidence of the Police, would be \$54. Therefore the amount would be \$250, and \$754 for the excessive passengers.

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The Magistrate said he had taken Mr Breton's observations into consideration, that this was not a willful breach, that the Directors did not evade the law willfully, that every precaution had been taken, and that, even with the excess, there was no over-crowding, and to these he agreed with him to some extent, but if there had been perseverance and determination the occurrence could have been avoided.

After a pause, the Magistrate said there had been a misunderstanding in his interpretation of the Ordinance. The penalty of inflicting \$5 for every passenger carried was compulsory on him; there was no discretion.

Mr Breton contended that the words "not exceeding" in the section applied to the fine as well as the penalty, because there was no comma in the sentence to separate the application. He thought that it would be absurd if a Magistrate had discretion in the infliction of a fine for a smaller sum, and had none in regard to a larger amount, as in this case where it would be over \$3,000, there being more than 700 passengers at \$5 each.

The Magistrate said that was his interpretation of the law, and if he had consulted his own discretion, he would have thought that the amount of penalties he first named would be sufficient. But the defendant had been guilty of a bad precedent for a remission from other quarters.

Mr Breton then said he hoped the Court would not put in force the sentence as once, as he would take steps at once to see that the fine should be first paid.

Mr Breton urged that the Company was solvent and there would be no difficulty about the amount, but he thought his Worship might put off enforcing the penalty for two or three days.

His Worship said the defendant might lodge a cheque with the Court.

Mr Breton opposed it would not be cashed for a few days.

The Magistrate said probably it would not be.

have been welcome. The American Secretary of Legation declared that he was merely holding a private enquiry and had no power to act judicially, hence it would have been useless for Counsel to appear. As to a re-examination of Porter, proposed by the Secretary, I understand that it was declined by the Authorities of Foochow on the sensible grounds that Mr Holcombe, though specially sent down by the American Minister, was not vested with judicial powers, and that the only officer who could legally try Porter would be Mr Consul De Lano, who was himself closely interested in the case.

Singapore.

(From an Occasional Correspondent.)

Sept. 14, 1877.

I have been highly amused of late at the attempts made to discover my identity. Several people persist in thinking that our new A. P. C., or duplicate Chinese wet-nurse, is the man, people forgetting that he has not yet been long enough in Singapore to know much about local questions. Another party identify me with the sprightly and—(say sarcastic) Nemo of our local blanket: while others again refer my personality to that of a well-known leading merchant whose interest in Chinese affairs almost equals his thorough acquaintance with Malay. Fourthly, a well-known lawyer or lawyer's deputy is supposed to enlighten Hongkong and amuse Singapore, while giving an occasional hint to your London "organ" (or bagpipes). How far each and all of these guesses are incorrect you are best qualified to judge. So now to my usual modicum of *Notes* (Italics, please).

Let me see. Subject one: bribery and corruption. Yes it does exist here, but who are the guilty parties? It is an extraordinary fact but not less true that while everybody declares that bribes are habitually taken by people attached to the Police, Colonial Secretariat, Public Works department, Chinese Office, &c. &c., no one ever ventures to "mention names." Some declare that the up-to-date habit—poisoning as it does the well of justice—extends to those high in the service—(it would in my case I know, if I had the happiness to be a Government ornament); while a more modest estimate places the upward limits of the evil at a lower level. In any case I can allege from personal knowledge that bribery is an every-day matter in Singapore from the lowest *mata-mata* to the highest—(better not say what, perhaps). I hear that the Government is going to take stringent measures to put a stop to this sort of thing, and that mines are being laid in all directions which some fine day will be blown up with alarming effect. Just fancy what the result will be of suspending some 200 police, half-a-dozen Government clerks, no end of peons, &c. &c. No suspicion of what under the highest legal decision is being done has as yet been excited, but there will be "wigs on the green" when the explosion takes place. We have nicknamed the prime mover in this conspiracy "the torpedo." A Chief Justice at least ought to be his reward, if all works well and the dynamite goes off at the right moment. Seriously, however, I understand that something grave in this direction is on the tapis, and that there will be "wailing in Bethlehem" before long. May I be there to see, when the Police begin.

And this reminds me that our Police force here is a disgrace to the Colony—physically. I mean—to say nothing of its being about one-half the necessary strength. The men are undersized and deficient in "go," while to police an area of 60 square miles (of which 6 are town) there are only some 400 men, all told. Naturally enough such a state of affairs provokes riots, especially on the part of your cheerful exportations from Hongkong, who appear to be the most truculent set of savages ever let loose on an unoffending community. How do you manage to keep them in order up your way?

Propose of this do you find native interpreters trustworthy? My occupation leads me occasionally into contact with that class of gentry, and I must say that though I can't bowl them out I suspect a good deal. But what can you expect of a Government (who don't speak our language, mind you) of some 100,000 odd men without a single European official who can speak their language. I believe that the "Protectors" have something to do with the secret Societies, but what we want here are men on the bench, men in the Government offices and men in the police who can talk to a Chinaman in his native language. I hear queer stories of the racialities perpetrated on Chinese. Again, I ask, how do you manage up at Hongkong? Does the Chinese Consul interfere with or for his countrymen?

Well the mail is closing, so I must follow suit. In my next I'll let you into some secrets as to the way things are managed in the office of the Department and the "Mansions" I hope this will reach you. In our admirably managed Post Office I always feel that it is odds to even whether a letter will be lost in transit or not.

The Straits.

(Straits Times.)

We regret to have to record a distressing accident which occurred last night in the Hamburg Hotel. It appears that about 11 o'clock, Mr Neumann, the proprietor, was startled by hearing screams from his niece's bedroom, and, on going to her assistance, he found her dress was in flames, which, after some trouble, he succeeded in putting out. On examination, however, it was found that the lady, Miss Lutz, was very severely burnt, and Mr Neumann had her removed to the Seppoy Lines Hospital, where she died this morning at 8 o'clock. It is not known precisely how the dress of the deceased took fire, but as there was a paraffin lamp alight in the room at the time, it is probable it first caught the sleeve, and Miss Lutz, in her fright, may have fanned the flames by rushing about.

The following intelligence is translated from the Java papers dated the 10th inst:—

"Captain Robertson, of the British barque *Darmouth*, bound from Cardiff to Hongkong, which passed Amoy today, requests that it be reported to Lloyd's, that on the 28th August last, in 42° 8' S. & 120° E. he spoke the British ship *Duchess* of Argyle, 1,600 tons burthen, from London, steering, tackle, &c., westward, and the hull damaged on the starboard side. She showed blue lights at daybreak, which were answered in like manner. The captain of

the *Duchess* rejected every offer of assistance and requested it to be reported that "everything was in order."—*Java Bode*, 8th Sept.

"From Padang we have thankfully received the following letter:

I hasten to furnish you with news from Samalangan which is perhaps not known to you, and has reached me by letters. People there have been terribly on the stretch. Several chief officers have been wounded. Our troops had a strong fort before them, and just when this was found out, the enemy attacked us vigorously in the rear. For a moment the troops wavered. Matters were in such a critical state that the coolies and convicts were armed with the muskets of the fallen and the sick; they bravely fought along with the troops. It is to be hoped that these men will obtain pardon. Colonel Van der Heijden ordered an assault, but the troops hesitated as to the advance. At that time the Colonel, when busy directing the artillery for which purpose he had dismounted from his horse, was struck by a fragment of metal in the left eye. His eye is gone. Notwithstanding this dreadful wound the brave man did not forget his duty for a moment. He cast one look at the hesitating troops, and severely wounded as he is, he mounts his horse again, has the assault made, and to set the example gallops himself towards the fort with his one eye. Defeating hurrahs followed. The troops were inspired and the fort became ours, and in time too, for there was not work in our rear; not till then did the active Colonel allow his wound to be looked to. As I have already stated he has lost one eye, but is out of danger of his life."—*Bat. Handelsblad*, 10th Sept.

Achen, Aug. 29.—At Samalangan there has been hard fighting of late. Two forts and two fortified houses were taken. Yesterday, our troops were before a main fort, and were heavily fired upon by the enemy. The Colonel was wounded but remained with the column. All at once he ordered the assault to be sounded and, he himself riding in front, the troops stormed the fort. A panic terror had laid hold of the enemy, and not one could save himself by flight, all of them being killed or made prisoners. The number of the enemy's dead and wounded is not stated, but it must have been considerable, if it be taken into account that we had 2 officers and 10 privates killed, while 5 officers and 60 privates were wounded. Amongst the wounded officers is Major Palmer of the British service. To-day the white flag is flying everywhere in Samalangan, and the Samalangers wish now to treat. We hope that Colonel Van der Heijden will lend no ears to it, but we have no fear it is not a person who, telescope in hand, observes from shipboard the operations of our troops ashore; no, he is not afraid of the enemy's bullets; he goes in front of the troops and shows them the way. From Great Achen there is little or almost no news. Here and there a couple of marauders are noticed, and there it ends. The state of health is in general very good. At Chedé and other outposts on the E line, there are complaints of malar fever. Everywhere fine wide roads have been made to connect the outposts with one another."—*Ibid*.

The papers further state that the fragment of metal which struck Colonel Van der Heijden, just previous to the storming of the forts at Samalangan, entered his left eye and passed downwards through the right side of his neck. He could not survive for the first day, but was recovering by last accounts. They charge on his doing his duty most heroically, thus averting perhaps a reverse. Had he fallen or failed, of course the troops would have been discouraged. Immediately after being wounded he jumped on his horse and galloping forwards, he led the storming party, which then rushed into the chief fort, carrying all before them.

According to the *Batavia Dagblad* of the 5th Sept, Mr Miklucho Maklai, the Russian traveller, was by last advices on an inlet off the New Guinea coast beyond Dutch territory.

Quotations.

Hongkong, September 27, 1877.

OPUM.—New Patna, cash... \$600 credit,
" Old Patna, cash... 500
" New Benares, cash... 565 credit,
" Old Benares, cash... 565 credit,
" New Malwa, cash... credit, 630
" Allowance Teals, 8 & 82
" Old Malwa, cash... credit, 620
" Allowance Teals, 8 & 82

SILVER.

Bank, on demand, ... 8/10
" 30 days sight, ... 8/10
" 6 months' sight, ... 8/11
Credits, ... 8/11
Documentary, 6 months' sight, ... 8/11
Bombay, demand Rupees, ... 220
Calcutta, ... 728 & 72
Shanghai, 30 days, ... 72
Bar Silver, 17, dwt, 8, ... 84 prem.
Mexican, ... 28.55
Gold Leaf, ... 5.12
English Sovereign, ... 5.12
Australian Sovereign, ... 5.12
Discount, ... 7 & 9

Shares.

Hongkong Bank, 48 prem.
Union Ins. Society of Canton, \$600
China Traders' Ins. Co., \$2,800
Chinese Insurance Co., \$245
Yantai Ins. Association, Tls. 780
North China Ins. Co., Tls. 860
S. K. Fire Ins. Co., \$68
C. K. & W. Dock Co., 17 1/2 dls.
H. K. O. & M. R. boat Co., 18 1/2 dls.
Shanghai Steam Navigation, Tls. 80
Hongkong Gas Co., 77 1/2
Hongkong Hotel Co., \$80
Chinese Imperial Loan, £103.10s.

Temperature.

(Taken at Messrs. Falconer & Co's Premises, Queen's Road.)

Hongkong, September 27, 1877.
Barometer—9 A.M. ... 30.162
Do. 1 P.M. ... 30.142
Do. 4 P.M. ... 30.130
Thermometer—1 A.M. ... 78.4
Do. 3 A.M. ... 80.4
Do. 6 A.M. ... 81
Do. (Wet bulb) 9 A.M. ... 78
Do. Do. 1 P.M. ... 78.4
Do. Do. 4 P.M. ... 77
Do. Maximum ... 81
Do. Minimum over night ... 77

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE, ADEN, SUÉZ,
ISMAILIA, PORT SAID, NAPLES,
AND MARSEILLES;
ALSO,
BOMBAY, MAHE, ST. DENIS, AND
PORT LOUIS.

ON SATURDAY, the 29th September, 1877, at Noon, the Company's S. S. *SINDE*, Commandant NORDREU, with MAILS, PASSENGERS, SPECIES, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 28th September, 1877. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

For further particulars, apply at the Company's Office.
H. DU POUÉY,
Agent.
Hongkong, September 20, 1877.

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES.

ATLANTIC STEAMERS.

THE S. S. *"GALICIA"* will be despatched for San Francisco via Yokohama, on TUESDAY, the 2nd Proximo, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe. Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 1st Proximo. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.
Hongkong, September 27, 1877.



STEAM FOR
Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Brindisi,
Ancona, Venice, Mediterranean
Ports, Southampton,
and London, via Bombay.

Also,
Bombay, Madras, and Calcutta.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *KHIVA*, Captain LEE, will leave this on THURSDAY, the 11th October, at Noon.

TEA and GENERAL CARGO FOR LONDON will be conveyed via Bombay without transshipment, arriving one week later than by the direct route. Silk and valuables will be transferred to the Calcutta Steamer at Galle.

For further Particulars, apply to
A. LIND, Superintendent.
Hongkong, September 24, 1877.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND STOPPING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer *CITY OF PEKING* will be despatched for San Francisco, via Yokohama, on the 1st Proximo, 1877, at 12 o'clock Noon, taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Passengers Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the *Line* *Blair* S. S. Co. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make also connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m., Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For security's sake, Shippers of Overland Cargo are requested to endorse on the Envelope the Marks and Nos. of Packages Shipped, to correspond with those in their Bills of Lading.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 2, Praya Central.

RUBEN & Co., Agents.
Hongkong, September 26, 1877.

Intimations.

AE YON,
SHIPS' COMPRADORE AND STEVEDORE,
No. 57, Praya West.
SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES.
Of the best quality and at the shortest notice.
Hongkong, May 1, 1876.

KWONG HING CHEUNG & Co.,
COAL MERCHANTS,
Have always on hand for Sale every description of COAL at Moderate Prices. Mr. ANSON has been appointed Manager, and all Orders addressed to him at 57, Praya, or to Mr. FAT JACK, at 30, Hing Lung Street, will receive immediate attention.
Hongkong, March 19, 1877.

Insurances.

THE NORTH-CHINA INSURANCE CO.
SUBSCRIBED CAPITAL—Tails Two Million, in 1,000 shares of Tails 2,000 each.
PAID UP CAPITAL—Tails Six Hundred Thousand, or Tails 600 per share.

PROVISIONAL COMMITTEE.
F. H. BELL, Esq. (Messrs Adamson, Bell & Co.)
M. S. GURDAY, Esq. (Messrs David Sassoon, Sons & Co.)
JAMES HART, Esq. (Messrs Turner & Co.)
E. H. LITTLE, Esq. (Messrs Gilman & Co.)
HUGH SUTHERLAND, Esq. (Messrs John Foster & Co.)
A. G. WOOD, Esq. (Messrs Gibb, Livingston & Co.)

HEAD OFFICE—SHANGHAI.
Secretary—HERBERT S. MORRIS, Esq.
BANKERS.
HONGKONG & SHANGHAI BANKING CORPORATION.
BRANCHES.
LONDON (25, Cornhill, E.C.), HONGKONG, YOKOHAMA.
AGENCIES.
At the principal ports in the East and Australian Colonies.

THE Company will be constituted on the 1st January, 1878, as a permanent Marine Insurance Company, to carry on the business (established in 1868) of the NORTH CHINA INSURANCE COMPANY, 1875-1877.

A Reserve Fund will be formed of Tails 400,000, by setting aside a portion of the profits at such times and in such sums as the Shareholders shall decide.

The net profits of the Company for each year will be divided amongst the Shareholders, in the following manner:—
One-third over the Shares, a portion thereof being set aside for the formation of a Reserve Fund as above stated.

Two-thirds as a return to Contributors (being Shareholders), in proportion to the Premium paid or influenced by them.

A revision of the Share List will take place at the end of every three years, and for this purpose power will be given to the Directors by the Deed of Settlement to withdraw at the before-mentioned periods all or any of the Shares held by Shareholders who have not contributed Premium or whose contributions during the preceding three years have not been in proportion to the number of Shares held.

Shareholders retiring from the Company in pursuance of the above regulation, will be notified at least three months prior to the date fixed for any such revision of the Share List, and will have the option of disposing of their Shares in either of the following ways:—

They will be at liberty at any time after receipt of notice of withdrawal, and prior to the date of revision, to sell their Shares to any person approved by the Company and accepted as the transferee; or

Upon surrendering their scrip certificate for cancellation at the time of such revision, and pursuant to notice, will receive a return of the Capital paid up thereon; and so soon after as the financial position of the Company up to the date of the revision can be ascertained and the accounts adjusted, they shall also receive a pro-rata share of the Reserve Fund, if any accumulated, together with such proportion of the unappropriated profits as may be found due to them.

NOTICE IS HEREBY GIVEN, that Applications for Shares in the undermentioned form will be received at the offices of the Company, from residents in China and Japan, until the 30th September; from London and distant ports until 31st October next.

Form of Application for Shares can be obtained at the Head-office, or by application to the Agents of the Company.
Shanghai, June 18, 1877.

SHEONG ON FIRE INSURANCE COMPANY, LIMITED.
CAPITAL ONE MILLION DOLLARS.

Directors.
KWON ACHONG, Merchant.
PANG YIM, Merchant.
HO SAM, of Hop Yik Chai, Merchant.
LOO YEE, of the Yee On Hong, Merchant.
LEE SING, of Lai Eung Firm, Merchant.
CHEUNG SING YONG, Merchant.
CHOY CHAN, Merchant.

Manager—HO AMEL.
POLICIES against FIRE granted on Buildings and on Goods stored therein at CURRENT RATES, subject to Discount of 20% on the Premium.

OFFICE, 45, Bonham Strand.
Hongkong, August 23, 1877.

Insurances.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
HEAD OFFICE—HONGKONG.

AGENTS at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEE.
JAS. B. COUGHTRIE,
Secretary.
Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY.
(FIRE AND LIFE.)
CAPITAL—TWO MILLIONS STERLING.

THE Underigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coals in Mats, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Rates and Conditions. Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Livestock to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to
ARNOLD, KARBURG & Co.
Agents Hongkong & Canton.

Hongkong, January 4, 1867.

ROYAL INSURANCE COMPANY.
THE Underigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELCHERS & Co.,
Agents, Royal Insurance Company.
Hongkong, October 27, 1874.

CHINESE INSURANCE COMPANY, (LIMITED.)
NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co.,
General Agents.
Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE COMPANY.
THE Underigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co.,
Agents.
Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.
Incorporated by Royal Charter and Special Acts of Parliament.
ESTABLISHED 1809.
CAPITAL \$2,000,000.

THE Underigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE to the extent of \$10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,
Agents.
Hongkong, July 6, 1875.

THE LONDON ASSURANCE.
INCORPORATED BY ROYAL CHARTER OF HIS Majesty King George 2nd the 1st, A. D. 1720.

THE Underigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—
Marine Department.
Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.
Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.
Policies issued for sums not exceeding \$5,000 at reduced rates.

HOLLIDAY, WISE & Co.,
Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE COMPANY.
THE Underigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of \$10,000 on any one first class risk, or to the extent of \$15,000 on adjoining risks at current rates. A Discount of 20% allowed.

HOLLIDAY, WISE & Co.,
Hongkong, January 8, 1875.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.
THE Underigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.,
Hongkong, October 14, 1868.

Merchant Vessels in Hongkong Harbour.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore A., and those in the body of the Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Flag and Rig.	Tons.	Date of Arrival.	Consignee or Agents.	Destination.	Remarks.
Steamers						
Albay	Span. str.	366	Sept. 24	Douglas Lapraik & Co.	Holhow & Halphong	K'loong Dock
Burmese	Brit. str.	1268	Sept. 22	Jardine, Matheson & Co.	S'aporo and Penang	
Cassandra	Ger. str.	937	Sept. 25	Wm. Pustan & Co.		
Charlton	Brit. str.	787	Sept. 21	Hop Kee & Co.	Cooktown & Sydney	To-day
Fama	Brit. str.	117	R. K. & W'poa Dock Co.	Tug Plying
Fuyew	Ohl. str.	920	Sept. 26	O. M. S. N. Co.	Canton	To-day
Gaelic	Brit. str.	1713	Sept. 20	O. & O. S. S. Co.	Phama & S. Felao	Mails, 2nd pr.
Howang	Ohl. str.	795	Sept. 26	O. M. S. N. Co.	Shanghai	To-day
Malacca	Brit. str.	1046	Sept. 18	P. & O. S. N. Co.	Yokohama	Mails
Namoa	Brit. str.	862	Sept. 21	Douglas Lapraik & Co.	Coast Ports	To-day
Penedo	Brit. str.	652	Sept. 25	Stemssen & Co.		
Pernambuco	Brit. str.	643	Sept. 21	Wm. Pustan & Co.		
Rajahmattinuhar	Brit. str.	933	Sept. 24	Yuen Fat Hong	Bangkok	
Sea Gull	Brit. str.	48	Sept. 19	Insurance Company		
Somdedeun	Foh. str.	1903	Sept. 25	Messageries Maritimes	Marseilles, &c.	Mails, 20th
Spartan	Brit. str.	987	Sept. 28	Jardine, Matheson & Co.	Coast Ports	Mails
Taiwan	Brit. str.	408	Sept. 26	Douglas Lapraik & Co.	Shanghai	Repairing
Tibro	Foh. str.	1009	Sept. 27	Messageries Maritimes		
Ulysses	Guard	1860	Sept. 27	Butterfield & Swire	Singapore	To-day
W. Cores de Vries	Brit. str.	334	June 4	G. McEabn		
Yotting	Brit. str.	286	Sept. 23	Kwong Lee Yuen & Co.		
Zambounga	Span. str.	651	Sept. 11	Butterfield & Swire		
Sailing Vessels						
Abel Abbot	Am. Sm. sc.	590	Sept. 24	Order	New York	K'loong Dock
Aberlady	Brit. bgs.	735	Aug. 5	Vogel, Hagedorn & Co.	For Sale
Alce	Brit. bgs.	626	Sept. 24	Russell & Co.		
Alphington	Brit. bgs.	326	Sept. 6	Wider & Co.		
Alva	Port. sh.	631	Aug. 30	Brandao & Co.		
Annie S. Hall	Amer. bgs.	455	Sept. 25	Douglas Lapraik & Co.	Newchwang	Cleared
Antipodes	Brit. bgs.	692	Aug. 8	Arnold, Karberg & Co.	Cape Town	
Auguste	Brit. Sm. sc.	210	Aug. 10	Meyer & Co.		
Banlian	Brit. sh.	760	Sept. 4	Meyer & Co.		
Bertha	Ger. bgs.	442	Sept. 25	Wider & Co.		
Chamron Kamrye	Siam. bgs.	480	Sept. 4	Chinese	Quinhon	Cleared
Charlotte Andrews	Brit. bgs.	856	Sept. 5	Benario & Co.		
Changon Wattana	Siam. sh.	658	Aug. 12	Chinese		
Chang Son	Siam. sh.	200	April 30	Chinese		
Chili	Brit. bgs.	445	July 30	Gibb, Livingston & Co.	Callao	
Chinaman	Brit. bgs.	667	Sept. 21	Douglas Lapraik & Co.		
Chitranun	Brit. sh.	1884	Sept. 25	Wider & Co.		
Corsan	Amer. sch.	150	Sept. 25	Insurance Co.		
Cortine	Brit. bgs.	395	Sept. 19	Wider & Co.		
Critcher	Amer. sh.	1548	Sept. 1	Stemssen & Co.	Halphong	
Darra	Brit. sh.	999	Sept. 14	Jardine, Matheson & Co.		
E. M. Young	Brit. bgs.	345	Sept. 24	Chinese	Quinhon	Cleared
Eudoxie Adolphine	Foh. sh.	254	Sept. 15	Carlowitz & Co.	Whampoa	
Flodden	Brit. bgs.	887	Sept. 25	Chinese	San Francisco	
Galatee	Ger. sh.	1296	July 30	Vogel, Hagedorn & Co.	London	
Geo. Croshaw	Brit. bgs.	658	July 21	Vogel, Hagedorn & Co.	New York	
Georgia	Brit. bgs.	815	Sept. 4	Wm. Pustan & Co.	New York	
Gold Hunter	Amer. sh.	1200	July 5	Russell & Co.		
Gramere	Brit. bgs.	698	July 1	Vogel, Hagedorn & Co.		
Great Admiral	Amer. sh.	1076	Aug. 19	Russell & Co.		
H. S. Sandford	Amer. sh.	1185	Aug. 23	Wider & Co.		
Heronimus	Ger. bgs.	425	Sept. 23	Wider & Co.		
Harbinger	Brit. sh.	1606	July 27	Jardine, Matheson & Co.		
Humboldt	Ger. bgs.	680	Sept. 26	Edward Schellhaas & Co.		
Isles of the South	Brit. sh.	820	July 21	Arnold, Karberg & Co.		
Jacques	Ger. bgs.	417	Aug. 5	Stemssen & Co.	Newchwang	
Jan Peter	Ger. bgs.	336	Sept. 4	Stemssen & Co.	Monte Video	
Johanne	Ger. sh.	758	July 6	Vogel, Hagedorn & Co.	New York	
Jubilee	Brit. sh.	766	July 11	Vogel, Hagedorn & Co.	San Francisco	
Kim Soon Hoat	Am. Sm. sc.	190	Sept. 2	Chinese		
Kim Yong Tye	Siam. bgs.	820	Aug. 13	Tak Mee		
Largo	Brit. bgs.	753	Sept. 26	Edward Schellhaas & Co.	Hamburg	To-day
Loiteler	Amer. sch.	45	Aug. 13	Insurance Cos.	Halphong	
Lord Macaulay	Brit. bgs.	847	July 1	Vogel, Hagedorn & Co.		
Louisa	Ger. Sm. sc.	245	Sept. 7	Edward Schellhaas & Co.		
Lucro	Brit. bgs.	482	Sept. 4	Tak Mee		
Mangerton	Brit. bgs.	830	Sept. 19	Adamson, Bell & Co.		
Marie	Ger. bgs.	465	Sept. 25	Wm. Pustan & Co.		
Merser	Brit. bgs.	629	July 17	Gibb, Livingston & Co.		
Meteor	Ger. bgs.	698	Sept. 30	Melchers & Co.		
Nimrod	Brit. bgs.	695	July 30	Stemssen & Co.		
Norhampton	Brit. sh.	1101	Aug. 30	Gilman & Co.		
Oaska	Brit. sh.	629	Sept. 8	Meyer & Co.		
Peruvian	Brit. sh.	1060	Sept. 6	Meyer & Co.		
Prosperity	Siam. bgs.	473	Sept. 25	Chinese		
Roderick Hay	Brit. bgs.	290	Sept. 19	Kwong Kee		
Ronina	Am. Sm. sc.	406	Feb. 28	Arnold, Karberg & Co.	Cape St. James	Cleared
Rotterdam	Dut. bgs.	760	Aug. 31	Malchers & Co.	Halphong	
St. Anne	Foh. sh.	236	Sept. 2	Onizawa & Co.		
Seamen's Bride	Siam. bgs.	314	Aug. 12	Chinese		
Sophie	Ger. bgs.	210	Sept. 26	Douglas Lapraik & Co.		
Starlight	Siam. sh.	239	Sept. 11	Chinese	put back
Star Queen	Brit. bgs.	769	Aug. 13	Edward Schellhaas & Co.	Newchwang	
Sumatra	Amer. sh.	1090	Sept. 5	Russell & Co.	London	
Sydenham	Brit. sh.	1088	July 11	Vogel, Hagedorn & Co.		
Theresa Behn	Ger. bgs.	456	Sept. 4	Stemssen & Co.		
Thoon Kramom	Siam. bgs.	474	Sept. 28	Stemssen & Co.		
Titan	Amer. sh.	1229	Aug. 17	Meyer & Co.	London	
Viscount Macduff	Brit. Sm. sc.	239	Aug. 28	Borneo Co. Limited		
Woodville	Brit. bgs.	714	Sept. 5	Meyer & Co.	London	
WEAMPOA						
Garmouth	McPherson	Brit. Sm. sc.	199	Sept. 26	Meyer & Co.	
CANTON						
Yangtze	Schultze	Brit. str.	782	Sept. 26	Stemssen & Co.	Shanghai